



**SUMMARIZED MINUTES
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
REGULAR MEETING
THURSDAY, JANUARY 18, 2007
KIVA CONFERENCE ROOM – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA 85251**

CALL TO ORDER

Chair Gilliland called the regular session of the Scottsdale Transportation Commission to order at 6:08 pm.

1. **ROLL CALL**

PRESENT:

Mark Gilliland, Chair
Brian Davis, Vice-Chair
William Howard, Commissioner
Kelly McCall, Commissioner
Andrea Michaels, Commissioner
Matthew Taunton, Commissioner
Josh Weiss, Commissioner

ABSENT:

None.

STAFF PRESENT:

Debra Astin, Transportation Manager
Rose Arballo, Transportation Commission Coordinator
Teresa Huish, Principal Transportation Planner
Dave Meinhart, Transportation Planning and Transit Director
Paul Porell, Traffic Engineering Director
Reed Kempton, Transportation Planner

OTHERS PRESENT: Brent Cain, HDR

Charlie Hales, HDR
Ida Van Schalkwyk

2. **Election of Transportation Commission Officers**

Chair Gilliland invited nominations to fill the position of Chair.

COMMISSIONER MICHAELS MOVED TO NOMINATE VICE-CHAIR DAVIS TO THE POSITION OF CHAIR. SECONDED BY COMMISSIONER MCCALL, THE MOTION PASSED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).

Newly appointed Chair Davis invited nominations to fill the position of Vice-Chair.

COMMISSIONER HOWARD MOVED TO NOMINATE COMMISSIONER MCCALL TO THE POSITION OF VICE-CHAIR. SECONDED BY CHAIR DAVIS, THE MOTION PASSED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).

3. **Approval of Meeting Minutes**

COMMISSIONER HOWARD MOVED TO APPROVE THE MINUTES OF THE DECEMBER 21, 2006 TRANSPORTATION COMMISSION REGULAR MEETING. COMMISSIONER GILLILAND SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).

4. **Public Comment**

Chair Davis invited public commentary. Ms. Virginia Korte stressed the importance of open public dialogue concerning high-capacity public transit, especially as it relates to the business community. Scottsdale must begin now to address the needs of the future. In order for employers to continue to attract and retain qualified employees, Scottsdale needs to be connected to the rest of the Valley. Economic sustainability for the downtown area and Scottsdale Fashion Square depends on transportation accessibility. High-capacity transit will be the defining moment for Scottsdale.

5. **Loop 101 Photo Enforcement**

Mr. Paul Porell updated the Commission on the Loop 101 Photo Enforcement Demonstration Project. The project started in January of 2006 with the installation of six cameras along a 6.5-mile stretch of the Loop 101 in Scottsdale. In the first 30 days, the program issued warning citations to violators traveling 76 mph or greater. On February 22nd, the program began issuing actual citations. It concluded on October 23rd.

An extensive evaluation of the project was conducted by Dr. Simon Washington and presented to the City Council on January 16th. The City Council unanimously decided to request that the State of Arizona undertake a photo enforcement program along the section of the Loop 101 in Scottsdale. It further requested that the State respond to City Council by February 6th.

Ms. Ida Van Schalkwyk of ASU's Civil and Environmental Engineering School presented the preliminary results of the analysis. The final analysis will be completed in the spring. The analysis focused on speed and safety aspects of the project before the program, during the warning period, during the program itself, and afterwards.

Detection frequencies were defined as any instance when a driver exceeded 75 mph. There was an 825% increase in detection frequencies on weekdays comparing the program period with the after period. The study concluded that having the cameras active and issuing citations did reduce the number of detections.

The study looked at off-peak periods, defined as those where drivers were able to drive at speeds greater than 61 mph, due to lack of congestion. Speeds were reduced by an average of 9.5 mph during off-peak times. Slower speeds result in improved overall safety.

The crash data revealed that no fatalities occurred during the enforcement program. There were two fatalities in the previous five years. Major crash types were identified as those most likely to be reduced by photo enforcement, including single vehicle accidents, same direction sideswipes, rear-end crashes and miscellaneous other crashes. Crash frequencies declined for all crash types except for rear-ends. Overall, crash frequency was reduced by 51%. Total injuries were reduced by 40%.

The program was estimated to save \$10 million annually in associated costs including medical, government costs, loss of wages, loss of household work, legal and court costs and property damage as well as quality of life.

Commissioner Taunton inquired how the expected increase in capacity and construction of HOV lanes would affect future analysis. Ms. Van Schalkwyk responded that with relieved traffic congestion, the impact of the cameras would be greater.

Commissioner Howard inquired why there was no detection frequency data for the period preceding the program. Mr. Porell said a different non-invasive technique was used prior to implementation of the program. No comparison between the two data acquisition methods has been made, but the data suggests that up to 50% of vehicles traveled above 75 mph during the before period.

Commissioner Howard inquired how the study compensated for drivers changing their behavior because of the Hawthorn affect, where subjects of an experiment react to being experimented upon, rather than the experiment itself. Ms. Van Schalkwyk responded that the study was consistent with similar ones done elsewhere that showed drivers revert to their old habits when they know no cameras are present. Commissioner Howard further questioned if the economic analysis took into account the cost increases stemming from slower traffic. Ms. Van Schalkwyk said such an analysis might possibly be included in the final report. Commissioner Howard opined that based on his own calculations, the economic benefits of \$10.3 million cited in the study, equaled the additional cost associated with congestion.

In response to Commissioner Michaels' inquiry, Ms. Van Schalkwyk said the final analysis would include crash sites as they happened in relation to the cameras, but that due to limitations, the crash data is not always accurate.

In response to Vice-Chair McCall, Ms. Van Schalkwyk said that Arizona Department of Transportation was contracted for the study, which is funded by Scottsdale. Ms. O'Connor clarified that the study was contracted by ADOT with reimbursement to follow by the City of Scottsdale. Commissioner McCall then inquired if the study indicated whether the camera flashes caused any accidents, Ms. Van Schalkwyk responded that there is no evidence that they do.

Ms. Van Schalkwyk responded to Chair Davis' inquiry, saying that the final report will include car-following data because some communities have tried to address the issue of cars following too closely, rather than cars going too fast.

Chair Davis asked what happens to the equipment if there is no resolution by the time the permits expire at the end of March. Mr. Porell said an extension has been granted by ADOT to allow Scottsdale to gather statistical data from the equipment through April 2007. If the State takes over the program by that time, it can use the equipment already installed. The letter from the State also indicated their willingness to extend the permit through June 30th.

Mr. Porell reported the results of public opinion and court cost analyses. The City of Scottsdale undertook a public opinion survey that was conducted by the Behavioral Research Center. Approximately 75% of residents supported or strongly supported the use of photo enforcement cameras. A slightly smaller number supported photo enforcement on freeways. The City also conducted a public outreach effort in the form of an open house at the conclusion of the project. Of 454 total opinions, about 80% of the people who had an opinion supported it, while 20% opposed it.

Citations filed with the City Court during the survey period increased by 147% over the previous year. From a financial standpoint, the City had excess revenue of \$780,000.

Commissioner Weiss asked Mr. Porell to explain why Scottsdale chose to ask the State of Arizona to take the project over. He responded that the City chose to conduct the program in response to citizen concerns for safety and to demonstrate to the State the effectiveness of photo enforcement techniques. It was never intended that the City operate the program long term.

Commissioner Weiss further inquired about financial logistics. Mr. Porell said Scottsdale has a long history of working with photo enforcement. Logistics would have to be established so that the State can recover the costs of installing and operating photo enforcement equipment.

Commissioner Gilliland inquired if opponents of photo enforcement displayed a common viewpoint. Mr. Porell responded that opinions were varied.

In response to Commissioner Howard's inquiry whether any of the cases had been appealed to higher courts, Mr. Porell said 695 cases went to hearing within the Scottsdale Municipal Court system, but he did not know how many appeals were filed as a result.

6. **Transportation Master Plan**

Mr. Meinhart noted that due to Council budget hearings in the Kiva, the regular meeting schedule for the months of March and April would switch from the third Thursday of the month to the third Wednesday. He reviewed the proposed dates for additional meetings to discuss aspects of the Transportation Master Plan exclusively.

Commissioner Taunton recused himself.

Mr. Brent Cain presented an update on the Transportation Master Plan. Trends in the Northern and Central Scottsdale areas reflect increased traffic flow due to recent development. Southern Scottsdale shows decreased traffic due to use of the Loop 101. In general, volumes on north/south routes decreased while east/west routes have increased to the east of Hayden Road.

The socio-economic data utilizes MAG data as a base. Maricopa County's population is increasing at a higher rate than the Scottsdale area is. Significant increase in employment is expected in the Airpark area and on the Salt River Pima/Maricopa Indian Community.

Vehicle trip distribution data reveals that approximately 66% of trips begin and end in Scottsdale.

Travel demand forecasting data predicts demand through 2030. The Loop 101 will experience vehicle increases up to 100,000 trips per day. More of the freeway corridor will experience congestion, even after the increase from three to five lanes in each direction. The arterial system will experience an annual increase from 1% to 5%. Intersection and other improvements and roadway widening account for an overall decrease in average traffic volumes per lane at screenline levels, despite overall higher usage.

In 2030, 75% of arterials will be carrying more than 15,000 vehicles per day, up from the current 50% number.

Level of service is a planning tool that looks at daily rates as well as AM and PM peak periods. Levels A through C reflect acceptable levels. Level D approaches discomfort in driving and is the target minimum adopted in the City's Streets Master Plan. Levels E and F reflect congestion. With

improvements on the 101, there will be significant delay by 2030; however arterial streets should not degrade severely, particularly in North Scottsdale. The widened 101 should be able to accommodate most of the regional demand.

Mr. Charlie Hales presented a proposed schedule of subjects to be addressed at the additional meetings.

Vice-Chair McCall opined that discussions on the high-capacity transit elements of the Transportation Master Plan appear to be a low priority on the schedule. Mr. Meinhardt responded that staff has not lost sight of the high-capacity issue, but needs to ensure that other elements of the plan are discussed as well. Mr. Hales added that the Tier 2 analysis needs to be completed before in-depth discussion can proceed on the high-capacity transit element.

Chair Davis invited public commentary. Mr. Michael Fernandez distributed a collection of articles regarding light-rail transit and modern streetcars. The Scottsdale Citizens Transportation Committee will hold a forum on February 10th with guest speaker Thomas Rubin. There is also a presentation for Scottsdale City Council, Commissioners and staff on February 9.

Commissioner Weiss opined that the high-capacity debate continues, but not all sides are being heard. While the Transportation Master Plan includes more than just high-capacity transit, it is that decision that people talk about for decades. There needs to be an honest discussion on the subject held concurrently with the other issues. The transit issue is scheduled for April while the final decision on the Transportation Master Plan needs to be made in June. A full honest discussion of the controversial issue cannot be done in only two meetings. Mr. Hales said there is a vast amount of information on high-capacity transit currently available. He opined that staff's job is to provide analysis, not advocacy. He suggested that in addition to holding hearings and listening to consultants, citizens and staff, that the Commissioners go to places that have already dealt with these issues to see how they have worked in practice.

In response to further inquiry from Commissioner Weiss, Mr. Hales said the decision on how to better connect transit and HOV capacity on the 101 to distributed job locations in the Airpark is critically important. The lane capacity that allows people to drive alone in their cars will be used up.

Commissioner Weiss inquired if there were any alternatives to the 101 that would allow vehicular traffic to reach the Airpark once freeway capacity is reached, or if there were other ways to alleviate congestion. Mr. Hales said the study shows that fears of regional growth leading to gridlock on Scottsdale's arterial streets is unfounded. No fast growing American city has been able to build enough highway capacity to allow people to get to and from distant work destinations at peak hours in single occupant vehicles in the same time it took five years ago. The combination of highway capacity and transit capacity in the Prop 400 Plan gives people the options of doing so in a reasonable amount of time. Once the 101 has reached its design capacity, the other elements of the plan will need to work better. Commissioner Weiss opined that it is because the system is interconnected that transit should not be left to the end.

Commissioner Howard opined that the presentation did a good job of identifying the problem that needs to be solved. Too many people have taken arguments for or against certain elements, without understanding what the problem is. The dialogue so far has been very one-sided.

Mr. Cain responded to Commissioner Howard's inquiry saying that level of service D is the acceptable standard in urban areas throughout the United States. Level C is the typical standard in rural areas. Level of service E and below is becoming more acceptable in urban areas.

Commissioner Howard inquired if the economic impact of congestion was considered in the report's calculations. Mr. Hales opined that while there are efforts to quantify the economic impacts of congestion, it is not a useful measurement for a city within a metropolitan region since a great portion of travel demand is generated from outside the municipality. The City can only affect portions of trips inside its borders.

Commissioner Howard opined that when decisions about service levels are made, the quality of life that makes Scottsdale unique could not be forgotten. He inquired if high-capacity transit was considered when determining road capacity estimates. Mr. Meinhart responded that calculations used the MAG regional model that is based on vehicle trips but it only includes high-capacity modes that already exist in the model. Commissioner Howard further opined that a balanced and informed public debate on all sides of the issues is vitally important.

Commissioner Gilliland asked if staff has drawn any general conclusions from the report. Mr. Cain said the Scottsdale arterials would degrade but not as severely as will the 101 or other areas around the Phoenix metropolitan area. Shea Boulevard is experiencing tremendous growth outside city limits that will impact Scottsdale in the future. The downtown core seems to operate fairly well up to 2030. Mr. Hales added that much of the growth envisioned in the General Plan has already happened, whereas most future growth will happen outside Scottsdale's boundaries. There will be opportunities available to increase Scottsdale's quality of life, not just respond to problems.

Vice-Chair McCall inquired if there are plans for traffic corridors from the SRP/MIC. Mr. Meinhart said the community has plans for a north/south corridor on the eastern portion running along 136th St., and is looking into transit options. Most of SRPMIC growth will be along the freeway corridor, offering Scottsdale an opportunity to expand its working relationship with the Community.

Chair Davis inquired where the projected 30,000 additional people are going to live in the Airpark area, since it is almost built out. Mr. Cain said it would mostly occur on the north side of the 101. Mr. Hales added that some growth would come from the conversion of existing facilities into housing. Chair Davis further inquired if growth rates are based on existing zoning or zoning trends? Ms. Teresa Huish said the MAG model is based on the general plans of Maricopa County and all its municipalities.

7. Other Transportation Projects

Mr. Meinhart said staff is recommending that the trolley logo redesign issue be put on hold for six months in order to focus on priority issues like the Transportation Master Plan and the Neighborhood Traffic Management Policy.

He updated the Commission on several ongoing projects. The Pima Road corridor adjacent to SRPMIC has moved into the planning and preliminary design phase.

The City Council has awarded a construction contract to build a multi-use path segment along the Cross Cut Canal from McDowell Road to Thomas Road. A public meeting will be held on January 25th for discussion on the corridor plan for the Cross Cut and Arizona canals. Among the topics addressed will be path alignments, proposed locations for new pedestrian and bicycle crossings, and other amenities.

The construction contract for the first large phase of the Cactus Road corridor between 96th Street and Frank Lloyd Wright is scheduled to go before the City Council on January 30th.

Commissioner Gilliland asked if there was an update on the Neighborhood Traffic Management Policy. Mr. Meinhart said the issue would be presented to the Commission sometime in the next few months.

8. **Public Comment**

There were no public comments.

9. **Identification of Future Agenda Items**

Commissioner Weiss inquired if there have been any studies to determine the effectiveness of offering incentives to businesses that are affected by light rail construction. Mr. Meinhart said staff is gathering updated information from the light rail project that is currently being built through Phoenix, Tempe and Mesa.

10. **ADJOURNMENT**

With no further business to discuss, Chair Davis adjourned the meeting at 9:25 p.m.

SUBMITTED BY:

A/V Tronics, Inc.

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IN ACCORDANCE WITH PROVISIONS OF THE ARIZONA REVISED STATUTES, THE SUMMARIZED MINUTES OF THE TRANSPORTATION COMMISSION MEETINGS ARE NOT VERBATIM TRANSCRIPTS. ONLY THE ACTIONS TAKEN AND DISCUSSION APPEARING WITH QUOTATION MARKS ARE VERBATIM.

Meeting minutes officially approved by the Transportation Commission on 2/15/07.